

to save her, for as soon as he realized her plight, Lieutenant Newcomb, of the Hudson, without receiving any orders, steamed straight up to the Winslow to tow her out of harm's way. In doing this the Hudson was exposed to the enemy's fire. Apparently, however, the Spanish commander had gone mad on the subject of destroying the torpedo-boat, for he did not deign to fire at the Hudson, but continued to hurl shells at the hapless Winslow. The guns of the latter barked back at the foe viciously.

As the Hudson approached the Winslow, Ensign Bagley cried out:

"Pass us a line quickly! This is too hot!"

THE FATAL SHOT.

The Hudson's crew threw the line, and it was made fast. Just as the hawser drew taut a ten-inch shell fell and exploded in the middle of the group of men who had been working at it on the Winslow. Every man in the party was thrown backward, all dead or mortally wounded. The plucky ensign, who had been in an exposed position during the entire conflict, was instantly killed, as were two of his companions. Two more, Meek and Tunnell, were so grievously injured that they died a short time later.

For a moment after the explosion the Hudson wavered, and then she started with her heavy tow for the mouth of the harbor. The hawser, however, parted before she had gone far, and she turned in the midst of a perfect hail of missiles to aid her disabled consort. This time the cable held, and the Winslow passed out safely.

On the way from the battle-ground where he had struggled so long under a heavy handicap, Lieutenant Bernadou hoisted a signal reading:

"Many killed and wounded. Send a boat."

The signal flags had hardly reached the topmast head when a boat, manned by sturdy seamen, put off from the Wilmington. The dead and wounded were placed on board and carried to the Wilmington. Meek died on the boat and Tunnell expired shortly after he reached the warship.

DAMAGE TO THE ENEMY.

The engagement lasted from 1:30 to 2:35. While the Winslow was the target at which the Spaniards were aiming, the other two vessels kept up a heavy fire, the Hudson using the six-pound guns which she mounts and the Wilmington using every weapon with sufficient power.

One of the Wilmington's shells exploded in a Spanish gunboat, and others fell in the town, setting it on fire and doing great damage to the warehouses and shipping along the waterfront.

The shore battery did not fire another shot after the Winslow was towed away by the Hudson. On account of the smoke and the masking of the battery, the officers who participated in the engagement are unable to say what the Spanish loss in killed and wounded was, though it must have been heavy. The battery is believed to have been composed of heavy field guns, for it was frequently moved during the conflict.

It is the opinion of Navy officers here that the red buoy near which the Winslow took up her station was a range for the land battery, and that the gunboat moored near the head of the harbor was merely a decoy to lead the American vessels into a trap. All the American ships struck this gunboat several times, and when Captain Todd withdrew the Wilmington he was sure that the decoy had been rendered unfit for use. In the fight the Wilmington fired seventy or eighty shots from her large guns. The Hudson used 135 rounds of six-pound ammunition, and the Winslow fired 200 one-pound projectiles.

After the battle the Winslow was towed by the Hudson to Pledras Key, whence she will be brought here to-morrow.

HONOR TO THE HUDSON.

The Hudson, with her flag at half-mast, steamed into this port at 7 o'clock this morning, bearing the bodies of the dead men. Lieutenant Bernadou and Patterson were taken to the hospital at the barracks, where their wounds were said not to be dangerous.

Ever since the facts of the engagement became known Lieutenant Newcomb, of the Hudson, has been besieged by naval officers, who have called to congratulate him on his rescue of the Winslow. To all these callers Lieutenant Newcomb has said that he had done only his duty and exactly what every one of them would have done under similar circumstances.

Lieutenant Bernadou, while lying on a cot at the hospital, said to the Tribune correspondent: "The Hudson's generous effort is the noblest thing I ever saw. Lieutenant Newcomb and his men are heroes."

The Winslow, while badly injured, will soon be repaired, as all of her maimed parts can be replaced. No part of her mechanism gave out from any other cause than the enemy's fire.

BRAVE MEN.

The seamanship displayed on all the American vessels was admirable, and their marksmanship was excellent. Incidents of personal bravery during the engagement were so many that few of them can be recounted. After the explosion of the shell which made half of the Winslow's complement unfit for service, and killed one-quarter of them, Lieutenant Bernadou, who was wounded in the thigh by a flying splinter, hastily tied a towel around the injured leg, using an empty shell as a tourniquet, and resumed his work as if he had not been scratched.

Lieutenant J. Hutchinson Scott, executive officer of the Hudson, who was in charge of the aft 6-pound guns on his vessel, sat on an ice-box smoking a cigar while directing his men's fire. One sailor on the same boat rushed to the Colt rapid-fire gun on the deckhouse the moment the enemy began firing. He was soon ordered down, however, as the range was too long for effective work with such a weapon.

Officers who took part in the engagement give Captain Todd, of the Wilmington, and his men great credit for the part they played in the engagement. The Wilmington's fire was rapid and accurate, and it did great damage to property in Cardenas.

The Machias and Wilmington, it was said,

VICTORIS

would to-day destroy Cardenas and capture the place.

MORE INCIDENTS OF THE FIGHT. INTERESTING THINGS WHICH HAPPENED DURING AND AFTER THE CARDENAS AFFAIR.

(By the Associated Press.)

Key West, May 12.—When the Hudson approached near enough to throw a line to the Winslow in the fight yesterday Ensign Bagley and six men were standing in a group on the deck of the Winslow.

"Heave her! Heave her!" shouted Bagley, as he looked toward the commander of the Hudson and called for a line.

"Don't miss it!" shouted an officer from the Hudson, and with a smile, Bagley called back: "Let her come! It's getting too hot here for comfort."

The line was thrown, and at the same instant, a shell burst in the midst of the group of men on board the Winslow.

Bagley was instantly killed and a few others dropped about him. Half a dozen more fell groaning on the blood-stained deck. One of the



LIEUTENANT JOHN B. BERNAUDOU, Commander of torpedo-boat Winslow.

dead men pitched headlong over the side of the boat, but his feet caught in the iron rail and he was hauled back. Bagley lay stretched on the deck, with his face completely torn away and the upper part of his body shattered.

BERNAUDOU'S STORY.

Lieutenant Bernadou, with the surgeon bending over him, told the story of the battle to the representative of the Associated Press to-day as calmly as if talking of the weather. He began: "We went under full speed to attack the Spanish boats in the harbor, and you know the result. We went under orders from the commander of the Wilmington. Our boat is badly damaged, but she will be brought here for repairs, and I think she will be ready for service again in two weeks."

"The Winslow was the worst injured, and had five of her men killed and I don't know how many injured. The Spanish boats were tied up at the docks and had a fair range on us. The batteries on shore also opened on us, and I think we received most of the fire. I don't know whether any one was hurt on the Wilmington or on the Hudson, but I think not."

"I have no fault to find with the Winslow's crew. They acted nobly all the way through. The men who were killed all fell at the same time. We were standing in a group and the aim of the Spanish was perfect. The shell burst in our very faces."

THE DEAD AND WOUNDED.

The dead and wounded brought here by the Hudson were taken ashore in small boats to the Government dock. This was the first news of the engagement to reach Key West. No time was lost in ministering to the wounded. A quick call was sent to the Marine Hospital, and an ambulance came tearing down the dock. The dead, covered with the Stars and Stripes, were taken to Baker's undertaker shop, and the wounded were conveyed to the hospital. In the mean time the news had spread, and crowds gathered about the dock.

Some of the bodies of the dead show fearful wounds. Varveres had his throat cut open by a sharp piece of the shell, which apparently severed his windpipe as if slashed with a razor. Denfee's left shoulder was ripped up and the right side of his head torn open. The body of Tunnell, the colored cook, shows no wounds. Meek was wounded in the groin.

Ensign Bagley, while the fleet was stationed here, was one of the most popular men in the service. The news of his death came as a shock to all who knew him. It has always been a foregone conclusion that the torpedo-boat men would be among the first to fall, as their work is most dangerous. In spite of this, when the fleet was stationed here and chances in assignments were frequently made, the young men of the service were eager for torpedo-boat duty.

The Hudson shows the effects of the fight. Her smokestack is punctured with bullet holes and her cabin and decks are splintered.

THE SPANISH LOSS.

It is now known that the American boats made furious havoc with Cardenas Harbor and town. The captain of the Hudson said:

"I know we destroyed a large part of their town near the wharves, burned one of their gunboats and I think destroyed two other torpedo destroyers. We were in a vortex of shot, shell and smoke, and could not tell accurately, but we saw one of their boats on fire and sinking soon after the action began. Then a large building near the wharf—I think the barracks—took fire, and many other buildings were soon burning."

"The Spanish had masked batteries on all sides of us, hidden in bushes and behind houses. They set a trap for us. As soon as we got within range of their batteries they would move them. I think their guns were field pieces."

OFFICIAL REPORT OF THE FIGHT. SKETCHES OF THE MEN WHO WERE KILLED AND WOUNDED.

Washington, May 12.—Sad news came to the Navy Department this morning from the blockading fleet on the Cuban coast, telling of the death in action of five American sailors, the first to lose their lives for their country since the outbreak of war. The press telegrams had already announced that the Hudson had arrived at Key West, bringing the body of Ensign Worth Bagley, but, as no other names were given at first, the officials were keenly anxious to learn who the other victims were. At 10:30 o'clock a brief telegram came, addressed to the Secretary of the Navy. It read as follows:

Key West, May 12, 1898. Secretary of the Navy: In action in Cardenas Harbor yesterday between Spanish gunboats and shore batteries and the blockading vessels the following named men were killed on the torpedo-boat Winslow:

Worth Bagley, ensign, U. S. N.; John Varveres, officer; J. Denfee, fireman, first class; George B. Meek, fireman, first class, and Elijah B. Tunnell, cabin-cook.

The wounded are:

J. B. Bernadou, lieutenant commanding Winslow; William Patterson, seriously but not fa-

tally; Daniel W. McKeown, quartermaster, first class, slightly hurt. Dead and wounded sent to U. S. S. Cardenas this morning. Dead will be buried to-day.

Secretary Long promptly telegraphed to Commander Remy at Key West for details of the affair.

John Varveres, older, was a native of Smyrna, but a naturalized citizen of the United States. He had been in the Navy about three years and nine months. His next of kin is his father, George Varveres.

John Denfee, fireman, first class, was born in Kilkenny, Ireland, but was naturalized, and had been in the naval service about five years. His next of kin is his mother, Margaret Denfee, who lives in Kilkenny.

George B. Meek, fireman, first class, was born in Clyde, Ohio, and his father, John Meek, now lives in that city. Meek had a total naval service of five and a half years.

Elijah B. Tunnell, cook, had been in the service only a few months, his first enlistment bearing date of March 21, 1898. He was born in Accomac County, Va., and his next of kin is his father, John Tunnell, now a resident of Wataville, Va. Tunnell was the only colored man in the list of dead and wounded.

Lieutenant John Baptiste Bernadou, who was reported as being wounded, is one of the most dashing and venturesome young officers in the navy service. It was because of this very quality that he was selected for the command of the Winslow, as it was known that the service required would be of the most hazardous character. Lieutenant Bernadou is an expert in torpedo work. He watched the building of the Winslow almost from the time the keel was laid to the trial trip as inspector in charge, and took command of her immediately upon her acceptance by the Government. He was born in November, 1858, in Philadelphia, and was appointed to the Naval Academy by President Grant in 1876. He was a midshipman in 1882, and an ensign, junior grade, in 1883. In June of the following year he received his appointment as a full ensign. In 1892 he became a lieutenant, junior grade, and attained his full lieutenantcy in 1896.

Daniel McKeown, quartermaster, second class, was born in Newry, Ireland, and his next of kin is his sister, Anna McKeown, who lives in Dublin. McKeown was naturalized, and has been in the Navy about ten years.

THE COMMANDERS' STORIES. LATER REPORTS OF THE CARDENAS FIGHT RECEIVED BY THE NAVY DEPARTMENT.

Washington, May 12.—Late to-night the Navy Department received additional official advices concerning the fight at Cardenas which took place yesterday afternoon. Practically only two new points are developed in the official advice, one being that the Machias, Commander Merry, was a spectator if not an actual participant, and the other that the conflict lasted from 1:40 p. m. until 3 p. m., when the vessels retired to their outer anchorage.

The report made to the Navy Department is from Commander Merry, the senior officer of the fleet. He indorses skeleton reports from Commander Todd, of the Wilmington, and Lieutenant Bernadou, commander of the Winslow. The reports speak in high terms of the management of the vessels and the conduct of the men. Commander Todd referring particularly to the handling of the Winslow as "highly meritorious."

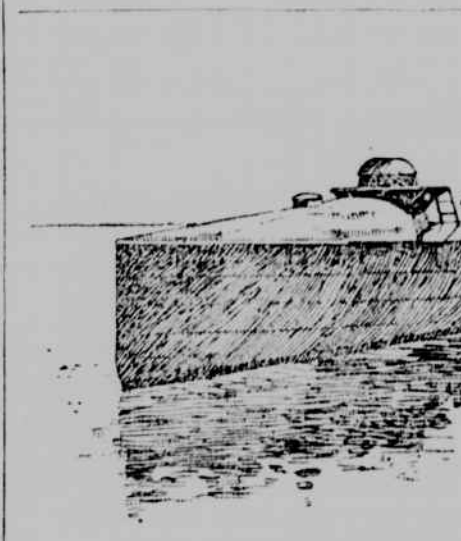
Lieutenant Bernadou's report indicates that the Winslow was riddled by the enemy's fire, but he believes that she can be so repaired as to render her efficient again.

Appended is the text of the dispatch received by the Department from Commander Merry. The dispatch was written yesterday, is dated at Key West to-day, and was received at the Department at 9:40 to-night.

The arrival of the Wilmington and the Winslow off Cardenas this morning induced me to dispatch with Commander Todd, of the Wilmington, on the subject of attacking and cutting out three small gunboats in the harbor.

The Machias, the Wilmington, the Hudson and the Winslow proceeded in as far as the obstructed waters would allow. The Machias took position 2,100 yards northeast of Diana Cay. The Wilmington, the Hudson and the Winslow entered the inner harbor between Romero and Blanco Chayas. We steamed toward Moal at full speed, and when we were within 1,400 p. m. we opened from these vessels and continued until 3 p. m., when they started to return to the outer anchorage. I indorse reports of Todd and Bernadou.

Commander Todd reports: It was impossible for the Wilmington to approach nearer than 2,000 yards. The Spanish gunboats could not be seen from this distance, and the Winslow was directed to go nearer to see if she could determine where they were lying. She had gone only 700 yards inside the Wilmington when she was fired upon from a gunboat. The Wilmington and the Winslow returned the fire. After a rapid exchange of shots for fifteen or twenty minutes, in which a shore battery is supposed to have engaged, it became evident the Winslow could not steer. At this time the Hudson came up and opened fire, and



THE TORPEDO BOAT WINSLOW.

the Winslow asked to be towed out, as she was disabled. The torpedo-boat seemed to be the only target at which the enemy fired. She was struck several times. One engine was disabled, the steering gear shot away and one boiler was disabled. She was towed out by the Winslow, but not seriously. Ensign Bagley was fatally wounded, and died before he could be brought on board the Wilmington. John Varveres, older, and John Denfee, fireman, first class, were killed on board the Winslow. Two other men were fatally wounded, one of them, J. V. Meek, first-class fireman, died in a boat while being transferred to his ship. The other, Josiah Tunnell, ship's cook, first class, died after being brought on board the Wilmington. He was struck twice. No casualties except on the Winslow. The handling of the Winslow in the hot fire was highly meritorious. The commanding officer of the Winslow desires through me to commend to the Department the general conduct of his crew, especially that of Chief Gunner's Mate Baidy.

Lieutenant Bernadou, of the Winslow, reports: I was directed by Commander Todd to approach a small steamer alongside the wharf, at the eastern end of the town, and examine her character. We approached within fifteen hundred yards a gunboat and a battery on shore opened fire. The Winslow returned and maintained the fire until the end of the action. She was riddled by shells of calibre of 2 1/2 to 3 inches. She was finally towed out of range by the revenue cutter Hudson. Casualties as reported this morning. I desire to express my thanks to Lieutenant Newcomb, commanding officer of the U. S. S. Cardenas. When being under heavy fire he towed this vessel out of action. My opinion is that the Winslow can be repaired so as to render her again efficient. Full report made to-day.

The Wilmington was the most formidable vessel in the American line of attack, and yet she was nothing more than a gunboat of moderate size, being 112 feet long by 17 feet beam, drawing 8 feet 10 inches, and with a speed of 13 knots and a tonnage of 174. Her battery is

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insignificant, being made up of two 6-pounders and a machine gun.

The Winslow is one of the newer torpedo-boats of the Navy, built at the Columbian Iron Works, her tonnage being 172, and her speed 24 1/2 knots. She is 125 feet long by 17 feet beam, and 5 feet 6 inches depth. She is a torpedo-boat pure and simple, for beside her torpedo tubes her only weapons of defence are three 1-pounder guns.

This statement shows that the three boats were ridiculously inadequate in the matter of battery power, with only a few 4-inch guns to contend with any kind of shore batteries, much less the rather effective and modern works at Cardenas.

ENSIGN WORTH BAGLEY.

Washington, May 12 (Special).—Ensign Worth Bagley, who was killed in the engagement at Cardenas, was the first man on the American side in the present war who lost his life in action, much to the regret of the Navy. The first man in the Civil War on the Southern side who was killed in a regular engagement was a North Carolina soldier, named Wyatt, belonging to the 1st Regiment of Volunteers from that State. He was shot at the Battle of Big Bethel, on the Peninsula. Ensign Bagley was born in Raleigh, N. C., and was about twenty-six years old. He was the grandson of a fine old North Carolina Quaker, the late Governor Jonathan Worth, and was a collateral descendant of General Worth, of New York. Young Bagley entered the Naval Academy on September 1, 1891, having been appointed from the 14th Congress District of North Carolina. He was a good student, and stood well with his classes. He had special distinction in athletic matters. Detached from the academy on graduating, June, 1895, he went to the receiving ship Vermont, whence he was sent to the cruiser Montgomery July 23, and thence to the Maine, on October 8. Thence he was sent to the back to the Texas July 23, 1896. He was transferred to the Indiana, on December 28, and remained until the 28th, when he returned to the Naval Academy for final examination. He was promoted to ensign June 20, and ten days later joined the Indiana, whence he was transferred to the Maine, on August 17. He was ordered to the Columbia Iron Works, Baltimore, on November 9 last, as inspector, in connection with fitting out the torpedo-boat Winslow, and when that vessel went into commission, on December 28, he became second in command, under Lieutenant Bernadou. Ensign Bagley was with this boat last February, when, in the night of a gale off the Delaware Breakwater, Lieutenant Bernadou, with Bagley's assistance, rescued two poor fellows adrift on a garbage scow.

The Worths are among the staunchest and most respectable families in the Old North State. Mrs. W. H. Bagley, Ensign Bagley's mother, lives in Raleigh. Her son-in-law is Editor of "The Raleigh News and Observer," and her younger son is Editor of "The Raleigh Post." Ensign Bagley is a Quaker, who in the department service here, started for Raleigh this morning. Senator Fritchard and the Representative from North Carolina, Mr. J. M. A. He won the Academy medal for a half-mile run when in his third year.

HIS RECORD AT ANNAPOLIS.

Annapolis, Md., May 12 (Special).—The news of the death of Ensign Worth Bagley, at Cardenas, which was received here to-day, cast a gloom over the city, where he was well known and beloved. He was a fine young fellow and ambitious to serve his country. He had a severe struggle last June to pass his physical examination on a point of the edge of the heart. He said after the crucial test was successfully passed, "I felt I was at the turning point in my career." When at the Academy he delighted all lovers of athletics by his dashing and often brilliant plays as fullback of the football eleven. He was in several of the West Point Naval Academy regatta races, and was a member of the Academy Yacht Club. He was a member of the Naval Academy chapel choir, and of the Academy Y. M. C. A. He won the Academy medal for a half-mile run when in his third year.

BLANCO'S STORY OF THE FIGHT. HE SAYS A SPANISH GUNBOAT WAS DISABLED AND EIGHT MEN WOUNDED.

Madrid, May 12, 8 p. m.—A dispatch from Havana says: "At 8 o'clock yesterday morning three large and three small American ships appeared off Cardenas. A small boat was detached with some marines, who landed near the fort and seized it. They also seized the semaphore station, taking the coast guards prisoners."

"In the meanwhile the warships began a furious cannonade. Cardenas does not possess defences of any kind, and only the little gun-

boats Ligera and Antonio Lopez were in port. They replied to the attack. The Antonio Lopez was disabled, but 300 volunteers defended the town, prevented a landing and compelled the American ships to retire with considerable loss."

"A Spanish sergeant and seven soldiers were wounded."

"Captain-General Blanco has congratulated the authorities of Cardenas."

THE OTHER VESSELS IN THE FIGHT.

The other vessels in action off Cardenas were:

THE WILMINGTON.

The Wilmington is a sheathed cruiser of 1,292 tons, 1,600 horse-power, and has a speed of 13 knots. She was built in 1895 by the Newport News Shipbuilding Company, and was launched on October 19 of that year. Her armament consists of eight 4-inch, six 6-pounder and two 1-pounder rapid-fire guns and two Gatlings. Her contract price was \$300,000. Her officers are as follows:

TODD, C. C., commander.

DELOSTER, W. L., C. (junior grade), lieutenant.

CHILDS, H. B., lieutenant.

ALMY, A. C., lieutenant.

CHILDS, H. B., lieutenant.

COOK, E. C., passed assistant surgeon.

ALEXANDER, W. D., pay clerk.

RALEY, J. D., steward.

KLEMAN, J., ensign.

SULLIVAN, H. R., passed assistant paymaster.

THE HUDSON.

The Hudson, which took an active part in the attack on Cardenas yesterday, was formerly a revenue cutter on duty in New-York Harbor. When ordered South she stopped at Newport News and received her equipment of rapid-fire guns. Her crew is as follows:

FRANK H. NEWCOMB, lieutenant-commander.

H. H. MEADE, second lieutenant, navigating officer.

P. M. MEADE, and lieutenant.

N. E. CUTTHIN, first assistant engineer.

T. G. LEWIS, third assistant engineer.

GUSTAV ANDERSON, seaman.

ANDREW HANSEN, seaman.

JOHN LAWSON, seaman.

WILLIAM SPERATI, fireman.

JOHN M. ELLIOT, fireman.

ALFRED S. STEWARD, steward.

E. F. JOHNSON, cook.

ENEMY AT MANILA DEFIANT.

WILL NOT SUBMIT PEACEABLY

STRENGTH OF THE SPANISH MILITARY FORCE.

DEWEY TRYING TO AVOID THE HORRORS OF BOMBARDMENT—FURTHER DETAILS OF THE BATTLE OF MAY 1.

London, May 13.—The Hong Kong correspondent of "The Daily Mail" says:

"The Spaniards at Manila are incensed against the British, because it is believed that the Esmeralda piloted the Americans into the bay. It is feared that the Spanish soldiers, who are unpaid, will attack the British factories."

"The British gunboat Linnet brought from Manila both the Spanish and American mails. The Spanish authorities and Admiral Dewey have been equally courteous in permitting communication with the land and sanctioning the forwarding of letters and documents by any and all means which offer themselves."

"But the Spaniards have made up their minds to hold out to the last. They are in a position to give the Americans a deal of trouble. There are 25,000 Spanish soldiers in the garrison at Manila, and 100,000 volunteers enrolled."

"Scores of coasting steamers are imprisoned on the River Pasig, which is blocked at the mouth by some sunken schooner."

MONTOJO TELLS OF THE BATTLE.

The Hong Kong correspondent of "The Times," who arrived there on board the British gunboat Linnet from Manila, says:

"I had a conversation with Admiral Montojo, who, recognizing the superiority of the American squadron, admitted that his chief object was to seek the protection of the Cavite forts. He fought in the Reina Maria Cristina till she was on fire and aft, and had fifty-two killed. On the advice of his flag-leutenant, he transferred his flag to the Isla de Cuba. Eventually, after two and a half hours' fighting, he gave the signal to scuttle and abandon her."

"Commodore Dewey ceased fire and asked permission of the forts to destroy the burning ships. Admiral Montojo replied: 'The ships are at your mercy; do as you like.' The American fire was then resumed till the Spanish squadron was completely annihilated."

"The captain of the Boston, who carried the flag of truce, said: 'You combated us with four very bad ships, not warships. We have never before seen braver fighting under such unequal conditions. It is a great pity you exposed your lives on vessels not fit for fighting.'"

"Commodore Dewey sent a message to Admiral Montojo as follows: 'I have pleasure in clasping your hand and offering my congratulations on the gallant manner in which you fought.'"

MONTOJO BLAMES HIS GOVERNMENT.

Admiral Montojo attributes the responsibility of his defeat to the Government in Madrid. He had only obsolete vessels, though he had requisitioned the Government for ships. He had no torpedoes except some which he himself had constructed out of ineffective material. His original intention was to remain at Subig and offer battle, but he returned to Cavite because the Subig forts were inadequate.

"During the bombardment of the Cavite arsenal Commodore Dewey suspended fire at the request of the Spaniards, to allow the women and children to be removed to a place of safety. I witnessed the second bombardment. The American vessels were admirably handled."

"The rebels looted Cavite immediately, the Spanish flying to Manila, and encounters with the rebels were frequent in the suburbs."

"When I landed on May 2 I found the city panic-stricken, and the shops remained closed for three days. Finding that an armistice had been agreed upon, many civilians returned."

"The run on the Spanish Bank was checked by the Hong Kong and Chartered Bank opening to negotiate Spanish notes."

BRITISH IN PERIL.

"The position of the British section of the community was precarious, owing to the scattered position of their houses. Food was scarce and at famine prices, the soldiers had remained unpaid for several weeks, and looting was feared."

"On Friday before the bombardment the steamer Gulf of Marlaban left for Singapore and London with Spanish and English women and children on board, but many English families still remain ashore."

"The Spaniards are not expected to capitulate. Commodore Dewey has Manila at his mercy; but it would be useless to bombard the city without a sufficient force to hold it."

"There was a stormy meeting between the British residents and the British Consul over the delay in obtaining protection. Commodore Dewey had taken coal from three British vessels, allowing others to load here."

"For a few days popular animosity toward